

REV. G. W. BRIGGS

Eloquent Sermon Heard Last Night
By a Large Crowd—Interesting Subject.

Man, Not God, Is Often Responsible for Disasters Such as the Galcoloda.

INTERESTING LESSONS DRAWN FOR ALL

Perhaps the largest crowd ever gathered in the Broadway Methodist church except on some conference occasion, was out last night to hear Dr. G. W. Briggs on "The Loss of the Galcoloda." The presence of sober age, gay youth, and small children, church goer and non-church goer alike, testified to the deep and widespread interest felt in this terrible tragedy. Dr. Briggs began by stating that God is often blamed for what is really man's carelessness. That often in reading the burial service for the dead instead of saying, "Forasmuch it has pleased an All-wise Providence to remove our deceased brother or sister, etc." if the real truth was stated it would be somewhat as this, "Forasmuch, it has pleased a neglectful landlord, or a careless railroad, or a greedy government, or a lazy city, to remove their deceased brother or sister." People are under as great responsibility to keep a city clean as to keep their souls clean. If it was true that the Galcoloda was unworthy, then the government inspectors and owners were responsible for loss of life, not God. A law of God is a law of God. The greatest creature God ever made is man, but while he placed even the lowest animal in the world with its life all mapped out for it he hung man out to gain all his knowledge of life and living for himself; and today, on the threshold of the twentieth century, he stands having equipped and furnished himself with clothes, medicine, and all the necessities and luxuries of living. He has conquered nature, bridged streams, crossed the ocean. It has been a gallant and a glorious fight for man all down the ages. He is made a responsible creature, though, and his carelessness or want of knowledge entails suffering and want.

He said that on the evening of the Galcoloda's loss as he stood watching the storm coming up, he noticed, also, amid the every clouds a beautiful rainbow—sign of God's promise. Translate the rainbow, it stood for wonderful promise that "Underneath are the Everlasting Arms." An atom cannot be gotten out of God's grasp much less the soul of a Christian man, woman and child, and He never sent these to such a doom.

A lesson to be learned by all from this, is simply to do our duty. If we build a boat, build one that is safe if it breaks us. Men do not build character with Bible, but with hammer and pen, and their daily tasks. Shoddy life work proves a shoddy soul. Every man must stand at his post too. He knows not when the call may come for him to do the great thing, but he must be ready for it.

Another lesson is to avoid the unsafe things of life always. Many would refuse to go on a vessel that is unsafe, who stand and walk daily in places that are unsafe for the souls and they know not when they may be called to go.

The sermon was replete with forceful truths and so glowing with the eloquence and deep sympathy of the speaker, that it is almost impossible to do it justice in a condensed or written notice. The vast audience was held by the orator's power and their own interest in the subject he so vividly presented.

THE CONCLAVE.

QUITE A CROWD LEAVES THE CITY FOR LOUISVILLE.

An extra coach, for the accommodation of the local commandery of Knight Templars, was put on at Paducah today at noon. All told there was about 50 passengers, counting the Knight Templars and their families, the following is a partial list of those who left on the noon train for Louisville to attend the convocation.

H. H. Loving and wife, Dr. Hansbro, Miss Sally Fritz, Mrs. S. H. Herring, Miss May Hank, Mrs. Jane E. Bacon, Mrs. Jack Sleeth, W. J. Hills and family, Mrs. Will Gills, Mrs. A. H. Nennemacher, Miss Ruth Murray, of Washington, D. C., who has been the guest of the Misses Clark, of South Fourth street; Dr. J. R. Coleman, Sam Cassidy, T. W. Stone, H. P. McElrath, of Benton; Jim Sleeth, W. A. Lawrence, John Oehlenschlaeger, Henry Pierce and wife, of Golconda; Jos Randall, Edgar Whittemore, Dr. Pitcher, Fendall Barnett, Hy Frit and wife, W. H. Bowman.

Foley's Honey and Tar for children, safe, sure. No poisons.

HICKMAN KILLING

Two Men Have Trouble at an Entertainment and One Killed.

Ode Grunty Was Killed By George Gourley Last Saturday Night.

Barlow, Ky., August 26.—News of the killing of Ode Grunty, colored, by George Gourley, white, at a negro entertainment in Hickman county, Saturday night has just reached here. Both parties are citizens of the vicinity of Millburn in this county. The details are meagre and from the best information obtainable at this time it seems that Gourley had his pistol drawn and trying to shoot another negro, when Grunty seized his arm preventing him from firing and while in this condition both parties expressed a kindly feeling for each other, Grunty remarking to Gourley that he was only trying to keep him, Gourley, out of trouble. After the party escaped Gourley promised the negro that he would not hurt him and he was released, but on gaining his liberty he shot Grunty several times, killing him.

Gourley is a single man and bears a fair reputation except an occasional drunk while Grunty was considered a very good negro. The whole community is greatly excited over the affair.

SHILOH PARK COMMISSION.

ALL THE GROUND ON WHICH THE BATTLE WAS FOUGHT HAS BEEN ACQUIRED.

Jackson, Tenn., August 26.—The Shiloh park commission has acquired 3,600 acres of land on which the main portion of the battle of Shiloh was fought. This will give them all the land upon which the two armies contended on those two eventful days. A large force of laborers are now grading a railroad from Corinth, Miss., up to Pittsburg Landing, on the Tennessee river, where this road is complete. It will run within three miles of the park, and it is the intention of the commission to make a fine park to connect with this park.

The work of the commission up to that time has consisted mainly in locating the lines which were occupied by the various troops in the fight, and it has succeeded in correctly locating all of them. Each of these lines is marked with a tablet designating the command which fought there. Col. Josiah Patterson, of Memphis, the confederate member of the commission, has begun an active campaign in the Southern states, in the hope that they may be induced to show the proper honor to their troops which fought at Shiloh.

PADUCAH'S SPONSOR HONORED

SELECTED ONE OF THE FIVE SPONSORS TO PRESENT PRIZES IN COMPETITIVE DRILL.

Miss Carrie M. Riecke, the sponsor for the Paducah Knight Templar commandery at great triennial convocation in Louisville has been very signally honored. There are five prizes to be given in the competitive drill, and five of the sponsors are to present them. As there are 27 sponsors it is no slight distinction to be one of the five selected. Miss Riecke has been asked to present the third prize, and the local commandery are very proud of the compliment paid their sponsor. All Paducah should feel proud, in fact. The prizes are quite gorgeous affairs and well worth trying for, six of the finest commanderies, representing some of the largest cities will compete. It is needless to say that Miss Riecke will do her part with a charming grace and dignity and will quite justify the committee in their happy choice.

REMAINS ARRIVE.

YOUNG ORRIE HOGAN BURIED THIS MORNING AT GROVE.

Yesterday morning Mr. Abram Well tendered the services of the Brook Hill to Mr. W. A. Hogan, whose son's remains were found in the Mississippi river near Island No. 3. Mr. Hogan expected the remains to arrive Saturday night or Sunday morning, but received notice yesterday that the remains, owing to the advanced decomposition, had been buried on the island, and near where they were found.

The yacht went to the spot, arriving last evening, and the remains were exhumed, identified by the father, placed in a coffin and brought back, arriving this morning about 6 o'clock. They were buried at Oak Grove beside the remains of the mother and other two children.

Winstead's Laxative Phosphate cures that tired feeling. At all drug stores.

NEWS OF THE RAILS

Mr. J. T. Harahan May Go With the Southern Pacific—A Big Salary.

Local Notes of the Railroad Employees—Some Return From Their Vacations.

GENERAL NEWS OF PUBLIC INTEREST

Mr. J. T. Harahan, second vice president of the Illinois Central, and one of the foremost railroad men in the country, has been offered the presidency of the Southern Pacific railroad, according to reports, to succeed Mr. Charles M. Hays, and it is thought will accept. Mr. Harahan, who is in Europe, was notified by cable, and is coming back at once. The tender was made by Mr. Harahan, and Mr. Harahan's unexpected return is regarded as sure proof that he will accept. It is said the place was offered to him some time ago at a salary of \$65,000 a year, more than the president of the United States receives, and he declined, although he now receives only \$25,000 with the Illinois Central. It is reported that the salary now offered him is \$75,000 a year.

Should Mr. Harahan resign his present position, there will likely follow many changes.

J. F. Wallace, assistant general manager of the system, is slated to succeed to Mr. Harahan's place. D. W. Ross, assistant to the second vice president, will go with Mr. Harahan to the Southern Pacific in the same capacity. Wallace's place will be taken by J. W. Higgins, general superintendent of transportation, who, in turn, will be succeeded by H. McCourt, superintendent of the Chicago division of the road. F. H. Harriman, of Dubuque, will be advanced to Mr. McCourt's place. The positions of purchasing agent and assistant to the second vice president, now held by D. W. Ross, is to be given to H. U. Wallace, of Louisville.

Mr. Harahan during the twelve or more years he has been with the Illinois Central, has been instrumental in building it up, until at the present time it is one of the greatest systems in the world. His mission to Europe was for the purpose of arranging additional steamship lines from New Orleans to the old country to operate in connection with the Illinois Central road. He succeeded in getting the line several days ago, and was making a tour of Europe.

Train No. 74 on the Illinois Central railroad, one of the fast fruit trains, northbound, was wrecked Saturday night just in front of the depot at Cobden, Ill. Two of the cars passed over the depot platform and struck the brick wall of the depot, doing considerable damage to the building. No casualties are reported.

Mr. John Connolly, formerly the private secretary and stenographer to the office of Trainmaster T. A. Banks, has gone to Fulton and accepted a position in the office of Trainmaster Jack Flynn, of the Tennessee division of the road.

Mr. Connolly has made many friends while in Paducah who regret to see him leave.

The early N. C. and St. L. freight train met with an accident this morning and caused some little amusement about the depot. When it pulled out from the yards the engineer increased the speed of the train until it was howling along at a fair rate. When the trestle, before the I. C. depot is reached, was made the caboose dropped from the train and was left at the east end of the trestle. The engineer did not notice the absence of the caboose until he had gotten well out of the city, and of course had to return.

Mr. W. C. Scofield, the local I. C. master blacksmith, who is now in Denver attending the national convention of the master blacksmiths of the U. S. and Canada, will return home this week.

Master Car Builder Sessions has come to Chicago on business, presumably relative to the rebuilding of the woodworking department of the I. C. shops here.

Mr. Bell Given, the timekeeper at the master mechanic's office, returned from Buffalo and other eastern cities yesterday afternoon and reported for duty this morning. Mr. John Dugger has been filling his position.

About eleven employees of the I. C. shops and their families went to the farm of Mr. John Gross on Eden's hill yesterday and had a fish fry and an old fashioned "dutch feast." They succeeded in landing 85 fine specimens of bass from the point and had a most enjoyable time. There was a total of about 32 and the outing was one of the most enjoyable ever experienced.

ONE KILLED.

A Passenger Train and Engine Meet Near Paducah—Bad Wreck.

All the Train Men and Several Passengers Were Slightly Hurt—Engineer T. G. Eubanks Killed.

KILLED.

Engineer Thomas Gilmore Eubanks, of Paducah, engine No. 27.

INJURED TRAINMEN.

Conductor E. T. Ann, of Louisville.

Engineer Mike Kelley, of Paducah, engine No. 1184.

Fireman El L. Given, of Fulton; engine No. 1184.

Fireman William Hays, of Paducah, engine No. 27.

Baggageman Clarence M. Wright, of Paducah.

Mail Clerk J. C. Speel, of Louisville.

INJURED PASSENGERS.

Thomas Ervin, Paducah.

R. S. Murphy, Fulton.

Eli Wray, Mayfield.

George Minnis, Mayfield.

Bob Dougherty, Mayfield.

J. F. Hick, Mayfield.

The accommodation passenger train No. 123, running out of Fulton to Louisville, in charge of Conductor E. T. Ann, Engineer Mike Kelley and Fireman E. L. Given, and light freight engine No. 37, in charge of Engineer T. G. Eubanks and Fireman William Hays, met in a head-on collision at the first curve, about three miles out of Paducah on the Southern division yesterday morning, at 7:30 o'clock, killing Engineer Eubanks and injuring several others. The cause of the wreck was the overlooking of the passenger train by Engineer Eubanks, who had orders to proceed south as soon as the accommodation had passed.

The accommodation was coming at a good speed and the light engine was going about 35 miles an hour. When the curve was reached the fireman on the light engine saw the passenger and shouted to Engineer Eubanks, "For God's sake jump! There's the accommodation right on us!" He himself jumped and escaped with a few facial injuries, but Engineer Eubanks was caught in between the truck and boiler head, directly in the gangway, and the coal and other debris from the wreck piled over him as the engines came together, pinning him in, crushing in his chest, and mashing his feet and lower legs to a shapeless mass of flesh. He was carried to an engine sent for the relief of the injured and taken to the I. C. hospital, where everything possible that medical science could do was done, but he died at 10:15 from the injuries received.

The trainmen on the accommodation saw the engine coming as they rounded the curve and several jumped, escaping serious injury or death. The train was made up of one baggage car and two coaches, a smoker and one passenger coach.

The front end of the passenger engine is stove in, and the engine truck was driven back against the links. The frame was badly buckled, something that is not often seen in the worst wrecks, and the cab torn completely off and thrown forward across the top of the boiler, resting astride the dome.

The tank slid on the frame and was forced half way through the front end of the baggage coach.

All the coal in the tender was thrown forward and lay as high as the steam gauge.

The coal from both engines is scattered all over the ground for an area of several yards and the wood from the trucks and the pilots is lying around in small slivers.

Engine No. 27 did not fare so badly, being one of the big six driver freights and at the time of the wreck was going south to Fulton. The front end is stove in and the engine truck thrown forward and into the head of the boiler. The cistern was off the tank and all the coal piled high against the boiler head.

The funeral will take place from the residence tomorrow afternoon at 3 o'clock, burial at Oak Grove.

TO PREPARE.

PROMINENT TEMPERANCE MAN IN THE CITY TODAY.

Mr. T. B. Demaree, of Lexington, one of the most prominent temperance workers in the state, arrived in the city this morning to make preparations for the ten days' meeting that begins here next Saturday.

He will arrange for the erection of the tent at Ninth and Broadway and see that it has a sufficient seating capacity.

He will be assisted in the meeting by Mr. Louis Beauchamp, of Ohio, and Mr. Amhurst, of New York.

CYCLONE IN ILLINOIS.

Centrals, Ill., August 26.—A cyclone this morning blew down the negro Methodist church and several smaller buildings. No loss of life.

Engineer Mike Kelley and Fireman Given, of the passenger train, saw the engine as she rounded the curve and both jumped after the air had been applied and the lever reversed.

Mr. Kelley struck on his foot and badly sprained his ankle. The injury is not serious, but it is probable will be some time before he will be able to resume his run.

His fireman rolled over on the ground when he alighted from the flying engine, and was injured about the face. His injuries however are not considered serious.

Mr. Clarence Wright, the express messenger, saw the engine coming and jumped from the baggage coach, receiving a sprain of the right ankle. Conductor Ann also received a sprain of the right ankle, but neither is of a serious nature.

Flagman Murphy, of the accommodation train, was injured about the face.

The passengers injured were hurt by being thrown out of their seats as the train and engine came together, but none seriously.

The baggage car is a wreck but none of the other was damaged. When the wreck was reported to the dispatcher's office, engine No. 19, in charge of Foreman John Brantley, was sent to the scene and the injured and passengers brought to town. The injured were taken to the I. C. hospital and medical treatment administered.

The passengers were taken to the depot where two coaches were made up and at about 10 o'clock the train proceeded to Louisville.

The wrecking train and crew was sent out after the passengers had been transferred and the track cleared at about 2 o'clock in the afternoon. The engines did not leave the track. Several hundred persons were at the wreck inside of one hour after it had been reported and all day long they continued to come. The track suffered slight damages and was quickly repaired.

Engineer Eubanks, who lives at 1416 Broadway, was the only engine man who stood on his engine. He was caught in the gangway between the truck and cab and the coal was piled high upon him, when found he was hanging out of the side of the engine by his foot.

It was found necessary to cut him loose. Mr. Eubanks came originally from about Glasgow, Ky. He had been a resident of Paducah for about five years coming here from Memphis where he had been in the employ of the I. C. He had been firing up to about two years ago when he was promoted to engineer and given an extra run. For the past six months he has been on the local, running to Newbern and yesterday was sent out extra on the light engine to bring in the noon passenger from Fulton. He had been accustomed to await the arrival of the accommodation every other morning for the past six months but forgot it entirely yesterday. It was the first accident he had ever been in during his whole fifteen years experience at railroading. Besides a wife he leaves one son and two daughters to mourn his untimely death.

He had been with the Illinois Central for about eight years and there was not a more popular employee on the whole system.

The fault of the wreck was in Engineer Eubanks overlooking the accommodation and before his death he stated that he desired to say that he alone was to blame and that he had done it to through an oversight.

The orders read that he was to run out as 155 which was due to leave some little time after the passenger had passed.

The funeral will take place from the residence tomorrow afternoon at 3 o'clock, burial at Oak Grove.

ANOTHER CALLED.

REV. J. H. RUPPRECHT CALLED TO THE LUTHERAN CHURCH.

Rev. J. H. Rupprecht, of Boonsville, Mo., has been called to the pastorate of the German Lutheran church of this city.

Rev. Borders, of St. Louis, having declined the call made him the congregation made a call to the above mentioned minister yesterday. He will be heard of within the next two weeks and it is thought that he will accept the call.

MOVED BY TONIGHT.

It is thought that all the coal being moved from the elevator of the Paducah Coal and Mining company will have been moved by tonight.

AROUND THE CITY

Kick Raised Over the Tanks of Explosives Kept Inside the City—Residents Afraid.

Chief Woods Says There is No Danger—Mayor Lang Says Only Fifty Barrels Can Be Stored.

NEW SIDE WALK ORDINANCE PROPOSED

A number of people residing in the vicinity of the Standard Oil company's plant, at Tenth and Monroe, are considering the advisability of bringing before the council the matter of permitting the company to keep oil and gasoline stored in such a thickly populated locality.

One resident said: "There are thousands of gallons of it kept there, and should lightning strike one of the tanks, as it frequently does in other places, that part of town might be ruined, and perhaps many lives lost. The plant should be required to move out of the corporate limits, as similar ones are in other places. No powder magazines are permitted inside the city limits, and a tank of gasoline, in my opinion, is as dangerous as a powder magazine."

Mayor Lang, when questioned about it, stated that the city has the power, under the charter, to regulate all such things, but that he knew nothing of the quantity of oil stored there. He read the law and found that only fifty barrels under the ordinance, are allowed to be kept in any one place inside the city limits at any one time. The residents claim that whole tank cars are sometimes unloaded there in a day, meaning that thousands of gallons are stored at a time, when under the law only about 1,000 gallons, or fifty barrels, can be stored. Fire Chief Wood, stated, when asked, that he did not know how much oil and gasoline are kept there, but that he knew it had at times been as much as a thousand barrels. He stated, however, that there is not the slightest danger, so long as the tanks are kept open at the top.

"You might build a fire under that gasoline tank," he said, "and there would be no fire or explosion, for it is kept open all the time."

Mayor Lang said that the law allows but five barrels of oil to be kept in one business house at a time, but that it was violated every day.

"There is one powder magazine now inside the corporate limits," he continued, "and the law provides that a fine of \$50 a day shall be assessed for every day such magazine shall be kept inside the corporate limits, there may be some trouble over it."

Mayor Lang stated that he had heard nothing of the complaints of the residents, and that while that part of town is thickly settled, the people themselves located there after the Standard Oil company had built its plant.

Mayor Lang intended to have a called meeting of the council tonight, but was summoned before the attorneys to complete his deposition, and could not prepare for it.

An ordinance is to be introduced giving the city the right to have all sidewalks reconstructed and repaired at the expense of the property owners, to be let by contract as a new street or pavement is.

The charter now gives the mayor the right to have repairs made at the expense of the property owners, after serving notice on them, but Mayor Lang stated this morning that this law is inadequate, and he wants something that will give the city a right to have the pavements made decent without fooling with the property owners any longer.

Owing to the hard rain, the chain-gang had an easy time remaining in the lockup this morning.

Mayor Lang is still busy with the attorneys, and will probably be under examination by the lawyers for several days yet.

DEATHS.

Mr. Wm. Elford, a well known ship carpenter, aged 44, died at his home near the Illinois Central incline yesterday. He was born in England, and had resided in Paducah for the past eighteen or twenty years. He was a widower, and was quite well known. The funeral took place today, burial at Oak Grove.

The infant child of Mr. and Mrs. Martin Vogt died yesterday at 718 Jones street. Burial at Oak Grove.

SHERIFF ROGERS BACK.

Sheriff Tobo Rogers returned Saturday night from a profitable stay at Battle Creek, Mich., and is greatly improved in health. His friends are much pleased with results and he looks much better, and promises to soon entirely regain his health.

POLICE COURT.

Few Cases For Trial Before Judge Sanders Today.

One Man Held for Grand Jury Action—A Few Fines Assessed—Other Notes.

There were few cases in the police court this morning.

George, Le Roy and Buck McGeehe, colored, are charged with obtaining money by false pretenses by selling ten pounds of butter that had been stolen. The case was continued.

The malicious cutting case against Luma Brown, colored, who cut his wife on the hand was dismissed.

The malicious assault case against Will Jordan, colored, who hit Henry Dunlap in the head with a gun, was finished and Jordan was held in the sum of \$100, executing bond.

A breach of the peace case against Wm. Stewart was continued.

A case against Will Taylor and Arthur Dunn for being drunk and disorderly, was continued.

Ella Chase was fined \$3 and costs for using insulting language.

H. C. Hurley was fined \$1 and costs for a breach of the peace.

Y. M. C. A. MEETING YESTERDAY

The services at the Y. M. C. A. yesterday afternoon were well attended and very interesting. Secretary Escott conducted the meeting but several others spoke. The talk was in the main on the Bible work in the association and Mr. Escott set forth his views of the subject in a very able style. Rev. J. C. Reid also spoke and the meeting was one of the most interesting in some time.

SHIRT SALE

CUT PRICES.

\$2.00 MANHATTAN'S CUT TO \$1.48.

\$1.50 MANHATTAN'S CUT TO \$1.07.

\$1.00 NEGLIGEE'S CUT TO 72c.

25 per cent, 1-4 OFF! on all SUMMER COATS.

NEGLIGENCE SHIRTS.

Silk or Dimity Puff Bosom Shirts Cut to 32c.

20 Per cent OFF! on all Men's Pants.

Famous E. WELLS & SON. 409.411 BROADWAY.

OH, HUSH!

HART'S The Place,

I KNOWN IT!

67c--HART'S CLOTHES RACKS--67c

THIS WEEK ONLY.

SAY BE QUICK; THEY'RE MOVING.

HAMMOCKS 1-3 OFF

Geo. O. Hart & Sons, Hardware and Stove Company. 303 to 307 BROADWAY.